

South 82nd Street Potential Paving Designation

Applicant	Location	Proposal
Lancaster County Board of Commissioners	South 82 nd Street from Hickman Road to Panama Road.	Designate South 82 nd Street from Hickman Road to Panama Road, a distance of 2 miles, as “Potential Paving” in the Comprehensive Plan.
Recommendation: Approval		

Status/Description

The Lancaster County Board of Commissioners request a Comprehensive Plan Amendment to the Future Road Improvements in County map in the Mobility & Transportation section of the City-County Comprehensive Plan. The proposed change is to identify South 82nd Street from Hickman Road to Panama Road as “Potential Paving” on the Future Road Improvements in County map. Such a designation will allow South 82nd Street to be paved and in compliance with the City-County Comprehensive Plan. Both Hickman Road and Panama Road are paved.

This request is a result of designating this 2-mile segment of South 82nd Street as the detour route for over 3,000 cars per day that currently travel along South 68th Street through Hickman. The Hickman Viaduct project, which will construct a 745 foot viaduct over the existing railroad tracks and creek at South 68th Street, will close South 68th Street for a year or more while construction takes place. Construction is slated for 2009. It is anticipated that nearly all of this daily traffic will use the detour route on South 82nd Street from Panama Road to Hickman Road. Currently this segment of roadway is not paved and would not be able to withstand such an increase in traffic on its gravel surface.

The railroad viaduct project is estimated to cost over \$5 million and will use state funding authorized through an inter-local agreement with the Railroad Transportation Safety District (RTSD) and the County. The estimated cost of paving South 82nd Street as the detour route for the identified 2-mile stretch is \$650,000. At this time the County is scheduling this paving project for 2008. It would be possible to install temporary paving that would last only for the time of the detour designation until the railroad viaduct project was completed. The cost of such an improvement would be approximately \$250,000. It has been determined by the County Board that installation of the permanent paving that would have a life-span of approximately 20 years makes more sense than the cost of temporary paving that would only last approximately 1 year with the potential of needing to install permanent paving along this same stretch of road in the future.

Comprehensive Plan Implications

The Comprehensive Plan indicates on the Future Road Improvements in County map on page F115 that South 82nd Street from Saltillo Road to Roca Road is already designated as “Potential Paving.” The plan also indicates that there is an interchange planned along the South Beltway that connects to South 82nd Street. Both of these items identify South 82nd Street as a roadway that will carry increased traffic as the community grows.

Also, the Comprehensive Plan states on page F 114 that “improvements to the rural road system will occur throughout the County. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements.”

The Comprehensive Plan highlights many principles and objectives in regard to the County rural road system:

Road improvements for the County are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary.

The first level of traffic volume is in the range of 300 vehicles per day. At this level, the County acquires a minimum of 100 feet of right-of-way, with additional ROW acquisition standards applying as appropriate. Once the ROW is acquired, the County then grades and installs new drainage structures. The process of grading and graveling provides a road profile that is safer and wider. This profile can accommodate the next level of improvement, which would be pavement, provided the traffic counts continue to increase to the second level.

The acquisition of the wider right-of-way will also preserve the future corridors for the larger and more expensive street improvements that will come with the growth of Lincoln. The second level of improvement, which is pavement, is triggered at a traffic volume level of about 400 vehicles per day. This second level should remain as an effective transportation facility, with the exception of routine maintenance and pavement overlays, until the traffic volumes reach the level of 6,000 vehicles per day. This final level would be the target for looking at the need to install a four-lane divided facility.

The Comprehensive Plan also indicates that the Hickman land use plan identifies urban residential development ultimately along South 82nd Street from approximately 1/4 mile north of Martell Road to 1/4 mile north of Hickman Road. This indicates additional traffic along South 82nd Street when this type of development occurs. Given this it may be advisable in a future update of

the Comprehensive Plan to consider identifying the two mile stretch of South 82nd Street from Roca Road to Hickman Road as potential paving as well.

A map change to the Future Road Improvements in County map on page F115 from the Mobility and Transportation element of the Comprehensive Plan is required for this amendment. A map is attached to this report to indicate the map change necessary.

Staff Comments

The following comments were received from staff regarding CPA #05004:

- ! As LWS seeks to serve growth areas contained in the Comp Plan, and funding for all of the necessary street improvements is uncertain, it is necessary to obtain full ROW widths early in the process, so that the water mains can be located at such a location that future taps will have the least disruption to the new paving and the traveling public. (See comments by Nick McElvain, Public Works and Utilities)
- ! This amendment....will allow the County Engineer to prioritize and program this road for paving when needed. The designation of "Potential Paving" for a rural road in the Transportation Plan allows the County Engineer to prioritize and program facilities to meet the goals and objectives of county residents in providing a safe and efficient roadway network for Lancaster County residents. This potential roadway improvement appears to sufficiently meet the threshold criteria for including this road in the County Element of the Transportation Plan. The stated purpose is to serve a growing community of the Village of Hickman and the surrounding area which fits into the general scope of the Hickman Comprehensive Plan. Road improvements are also expected to be necessary to aid the traveling public when S. 82nd Street will be used as the detour route during the closure of S. 68th Street and construction of the S. 68th Street viaduct. From a systems planning perspective, the primary short coming of this amendment is that it does not address the two mile segment of S. 82nd Street from Roca Road to Hickman Road. Staff recommendation is that this segment be considered for inclusion in the County Element of the Transportation Plan at the next opportunity. Public Works and Utilities Department and the MPO staff are in support of the Lancaster County Board request to amend the County Element of the Transportation Plan. (See comments by Mike Brienzo, Public Works and Utilities)

Conclusion

As the identified detour route for the South 68th Street viaduct project that will close South 68th Street for a year or more, South 82nd Street from Panama Road to Hickman Road will experience

significant increases in traffic that will require paving of this segment of roadway.

Paving of the roadway requires an amendment to the Future Road Improvements in County map on page F 115 to indicate South 82nd Street from Hickman Road to Panama Road as “Potential Paving.” This amendment will allow for the paving of this segment of South 82nd Street to be in conformance with the City-County Comprehensive Plan.

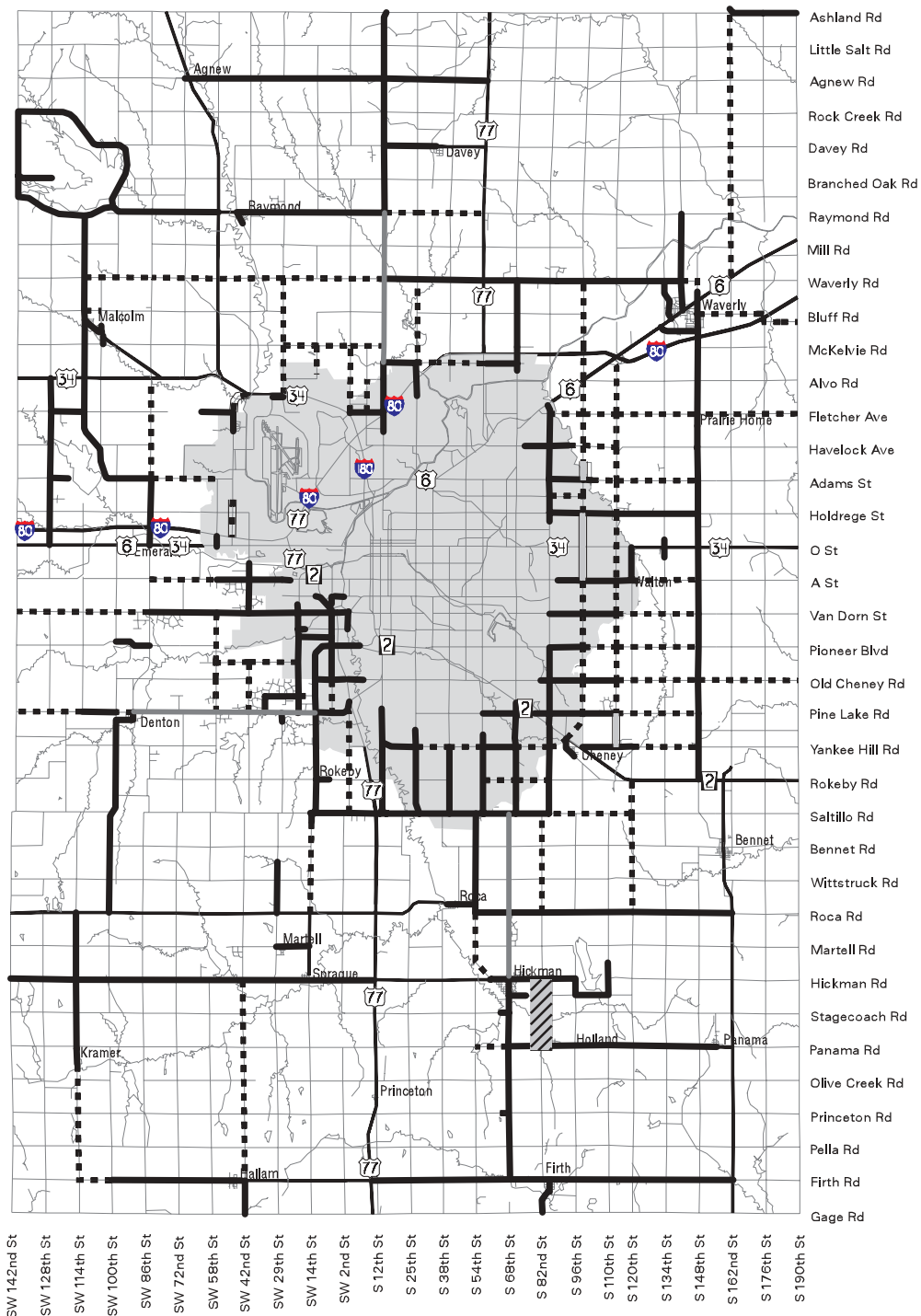
Amend the Comprehensive Plan as follows:

1. Amend the **Future Road Improvements in County** map on page F 115 to change South 82nd Street from Panama Road to Hickman road to “Potential Paving.”

Prepared By:

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April 18, 2005

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Future Road Improvements in County

Proposed Amendment 05004

- Existing Paved County Road
- Potential Paving
- Two Lane Widening
- Four Lane Widening
- Potential Road Openings
- Future Service Limit



Additional Potential Paving





LANCASTER COUNTY BOARD OF COMMISSIONERS



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March 9, 2005

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RE: Comprehensive Plan Amendment, Permanent Paving of South 82nd Street from
Hickman Road to Panama Road

Dear Marvin:

Please consider this letter as a request to amend the Lincoln-Lancaster County Comprehensive Plan to include permanent paving of South 82nd Street from Hickman Road to Panama Road. This section of road will be utilized as a detour during the construction of the Hickman Viaduct on South 68th Street. Originally, the detour plan called for the temporary paving of these two miles on 82nd Street. However, the County Board has decided permanent paving makes more sense. Accordingly, it is necessary to amend the Comprehensive Plan to include this change.

Sincerely,



Larry Hudkins, Chairman
Lancaster County Board of Commissioners

cc: County Board
Mike Brienzo, Transportation Planner
Don Thomas, County Engineer
Mike DeKalb, Planner

